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from that port to places in the United States or the Philippine Islands:

All vessels on the regular routes between Hongkong and United States ports are required to undergo, while empty, sulphur fumigation every 6 months.

All vessels dry docking in Hongkong are fumigated after leaving the dock.

All occasional or tramp vessels calling at Hongkong from any port in China must be fumigated before a bill of health is granted.

During the past year many of the vessels have been disinfected at San Francisco, and when this was done, and a certificate from the medical officer of the service produced, the fumigation was waived at Hongkong.

The Nippon Yusen Kaisha, a Japanese line plying regularly between Hongkong and Seattle, require their vessels to be fumigated on every trip, i. e., about once in 3 months. This is the company's regulation, but this office is requested to supervise it.

There are 3 steamship lines running vessels from Japan to Australia via Hongkong and Manila, and these vessels are fumigated each trip, either in Japan or Australia, as is required by the Australian government.

One line of vessels, the Arthur Holt Steamship Company, plies between England and Seattle via the Malay Straits and China and Japan. All of these vessels are fumigated when empty in Liverpool, and always have a certificate of disinfection from the United States consul.

When the systematic fumigation was started about 4 years ago great numbers of rats were killed on every vessel. Now, however, the number found on the regular steamships is very small, showing that the fumigation is effective.

Very few of the vessels go alongside the wharf in Hongkong. This is fortunate, as the usual method of using rat guards on the lines is, in the majority of cases, not efficient.

*Report from Swatow—Cholera and plague in vicinity.*

Consul Pontius reports, April 17 and 24, and May 1, 8, and 15:

Bubonic plague is increasingly prevalent in the outlying districts. April 24, 5 districts were reported infected, with a total of 200 deaths; May 1, 12 districts, with a total of 1,500 deaths; May 8, a total of 2,000 deaths was reported, with 2 new districts infected; and May 15, 50 deaths were reported in 1 district.

Cholera was reported present, with several deaths, in the vicinity of Swatow May 1.

COSTA RICA.

*Report from Limon, fruit port.*

Acting Assistant Surgeon Goodman reports:

Week ended June 5. Estimated population, 8,000. General sanitary condition of this port and the surrounding country during the week, good.

## Bills of health issued to the following-named vessels:

Date.	Vessel.	Destination.	Number of crew.	Number of passengers from this port.	Number of passengers in transit.
May 23	Bertha.....	New Orleans via Santa Marta.	24	0	0
30	Heredia.....	Boston.....	78	11	0
30	Appamattox.....	New Orleans.....	47	0	3
30	Grib.....	New York via Port Antonio, Jamaica.	19	0	0
31	Sarnia.....	New York.....	55	21	3
June 2	Abangarez.....	New Orleans.....	85	9	33
4	Origen.....	Mobile.....	24	2	0
5	Oracabessa.....	New Orleans.....	46	0	0

## CUBA.

*Reports from Cienfuegos—Inspection of vessels.*

Acting Assistant Surgeon Suarez reports, June 10 and 14:  
Week ended June 5.

Vessels inspected.....	5
Bills of health issued.....	5
Members of crews inspected.....	134

No quarantinable disease has been reported.

Week ended June 12:

Bills of health issued.....	4
Vessels inspected.....	4
Members of crews inspected.....	126

The sanitary condition of the city and port continues satisfactory, no quarantinable disease having been reported during the week.

*Report from Habana—Inspection of vessels—Enteric fever on steamship Times, from Mobile.*

Passed Assistant Surgeon Amesse reports, June 15:  
Week ended June 12.

Bills of health issued.....	25
Vessels inspected.....	20
Members of crews of outgoing vessels inspected.....	987
Passengers of outgoing vessels inspected.....	544

No cases of quarantinable diseases have been reported to the national sanitary department during this period.

The Norwegian steamship *Times*, employed in the freight service between Mobile and Habana, arrived June 7 with a case of enteric fever on board. This being the second case of enteric fever removed from this vessel in 2 weeks, the water tanks were discharged and the captain was directed to disinfect them with live steam before taking on water from Habana. Prior to this drinking water was supplied at Mobile.

Temperatures are recorded of all nonimmune passengers bound for southern ports and persons with readings of 38° C. are rejected.

No reports of house-to-house inspection have been received.